



AMENDMENTS TO REQUIREMENTS FOR STATIONARY COMPRESSION-IGNITION (DIESEL) ENGINES

Purpose

The purpose of this advisory is to inform affected parties of recent amendments to the Air Resources Board's (ARB or Board) Airborne Toxic Control Measure for Stationary Compression-Ignition Engines (ATCM). This advisory will also provide guidance on compliance with the ATCM during the transition period from the current ATCM to the amended ATCM.

Background

The Air Resources Board (ARB or Board) originally approved the ATCM in 2004 (2004 ATCM). Subsequent to the adoption of the ATCM, the U.S. EPA promulgated new federal "Standards of Performance for Stationary Compression-Ignition Internal Combustion Engines" (referred to as "NSPS"). On October 21, 2010, the Board approved amendments to the ATCM to closely align California's requirements with those in the federal NSPS.

What amendments were made to the ATCM?

Listed below is a short summary of the major amendments to the ATCM. There are also less substantive changes to that ATCM that are not discussed here but can be found by referring to the amended ATCM on the ARB's website here:

<http://arb.ca.gov/regact/2010/atcm2010/atcmappa.pdf>

Emission Limits for New Emergency Standby Engines: For new emergency standby engines, the amendments retain the 0.15 grams per brake horsepower-hour (g/bhp-hr) particulate matter (PM) emissions limit in the 2004 ATCM, and align the other pollutant emission standards with the NSPS requirements. This eliminates the requirement in the 2004 ATCM that new emergency standby engines must meet after-treatment based Tier 4 emission standards when they are more stringent than 0.15 g/bhp-hr, beginning January 2011. The amendments also require any new emergency standby engine to meet the 2007 model year or newer emissions limits in the Off-Road Standards, title 13, California Code of Regulations section 2423, for all pollutants.

Emission Limits for New Emergency Standby Direct-drive Fire Pump Engines: The proposed amendments harmonize the PM and other pollutant emission standards with those in the NSPS for new emergency standby direct-drive fire pumps. The NSPS final rule requires stationary fire pump diesel engines to meet emission standards similar to the NSPS stationary emergency standby engine standards with delays in implementation up to three years for most engines. An additional three years is provided to engines between 50 and 600 hp with greater than 2,650 revolutions per minute.

Tier 4 Emissions Limit and Sell-Through Requirements for Prime Engines: The 2004 ATCM requires new prime engines to meet a 0.01 g/bhp-hr PM emissions limit. This emission limit is the Tier 4 final PM limit for most horsepower ranges. However, for certain horsepower ranges, the Tier 4 final PM emissions limit is 0.02 g/bhp-hr. To simplify the regulatory

language in the ATCM, the amendments align the PM emissions limit for these engines with the NSPS standard of 0.02 g/bhp-hr. In addition, the amendments align with the NSPS final rule deadlines for installing prime engines from a previous model year. This change essentially allows for a sell-through period for engines when the new engine standards transition from one tier to the next.

Emissions Limit and Reporting for Less than or Equal to 50 Horsepower Engines: The amendments remove the requirement for direct drive fire pump engines less than or equal to 50 hp to meet the Off-Road Standards and instead rely on the federal NSPS requirements for these engines to mitigate the emissions from these engines. To further align the ATCM with the NSPS, the amendments eliminate the requirement for after-treatment based Tier 4 standards for new emergency standby engines less than or equal to 50 hp. In addition, the amendments deleted the ATCM provision that requires sellers and dealers of less than or equal to 50 hp stationary engines to annually report to the ARB the number of engines sold.

When will the proposed amendments become effective?

The amendments to the ATCM must be approved by the Office of Administrative Law before they become legally effective. ARB staff expects this to occur in early 2011.

Can I purchase and use a federally compliant 2011 emergency-standby engine before the amended ATCM becomes legally effective?

Yes. During the brief transition period, from January 1, 2011 to when the amended ATCM becomes effective, ARB will exercise its enforcement discretion and not enforce the more stringent Tier 4 Standards for new emergency standby engines. During this transition period, this enforcement discretion also applies to other requirements in the current ATCM that are more stringent than the requirements in the soon to be effective amended ATCM.

What about district requirements?

On the local level, the local air quality control or air quality management districts (districts) permit facilities with stationary engines. As part of this process, the districts implement other programs, such as New Source Review and the Air Toxics "Hot Spots" Program (AB 2588), that work in concert with the ATCM to ensure the emissions and risks from stationary engines are adequately mitigated. Like the ATCM, these programs allow districts to address the emissions and risks from diesel engines on a site-specific basis taking into consideration environmental justice programs and any unique circumstances that may require additional controls. It is important that any owner or operator work closely with the local district staff in addressing any questions on compliance with the ATCM.

For more information

To obtain a copy of the regulation or other related compliance assistance documents, visit the Stationary Diesel Engines and Portable Diesel Equipment website at <http://www.arb.ca.gov/diesel/statport.htm>. Additional questions may be addressed by contacting Mr. Ryan Huft at (916) 327-5784, or by email at rhuft@arb.ca.gov. If you need this document in an alternative format or another language, please contact Mr. Ryan Huft. TTY/TDD/Speech users may dial 711 for a California Relay Service.